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New England and Eastern Canada

2005 Report Card on Climate Change Action



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*Second Annual Assessment of the Region's
Progress Towards Meeting the Goals of the New
England Governors / Eastern Canadian
Premiers Climate Change Action Plan of 2001*

August 2005

New England / Eastern Canada Climate Change Report Card Partners

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August 2005

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Executive Summary

Introduction

In August of 2001, the Conference of New England Governors and Eastern Canadian Premiers (NEG/ECP) agreed to a comprehensive *Climate Change Action Plan* with the long-term goal of reducing greenhouse gas emissions in the region by 75-85%. As that plan accurately pointed out, “global warming, given its harmful consequences to the environment and the economy, is a joint concern for which a regional approach to strategic action is required.”¹ The Plan set the following goals:

- Reduce regional greenhouse gas (GHG) emissions to 1990 levels by 2010.
- Reduce regional GHG emissions by at least 10% below 1990 levels by 2020.
- Reduce regional GHG emissions by 75-85% in the long-term.

To achieve the short, medium and long-term goals of the *Climate Change Action Plan* the Governors and Premiers developed nine (9) “Action Items” to guide the actions and policies of the states and provinces in meeting those objectives. The Plan also sets the goal of establishing an “interactive five-year process, commencing in 2005, to adjust the goals if necessary and set future emissions reduction goals.”

As it is now 2005, and we are nearly halfway to the first goal set forth in the Plan, this year’s Report Card findings should be particularly helpful as the region’s Governors and Premiers work to assess their ability to achieve the goals to which they committed the region 4 years ago. The consensus in the global scientific, business and political communities that climate change is having, and will continue to have, devastating impacts on the planet has become even stronger

in the past year. Therefore, the commitment to not only meet, but to surpass, the goals set in the 2001 Plan should grow stronger as well.

Key Findings

As this Report Card will highlight, there exists a wide range of variation among the states and provinces as to their activities to reduce greenhouse gas emissions in the region. Jurisdictions that are strong in some areas are weak in others. The following are the general themes that were observed in this year’s assessment process:

Areas That Need Improvement

I. States and Provinces Need to Start Achieving Reductions from the Largest Pollution Sources

In order to achieve the emissions goals set forth in the Plan, states and provinces need to significantly reduce greenhouse gas emissions from the largest sources in their respective jurisdictions. Although variations exist between the various states and provinces, greenhouse gas emissions from the transportation sector and power generation sector represent the largest contributors to climate change in the region. For the regional goals to be met, real emissions reductions from these sectors need to start happening soon.

A. Transportation Sector (Action Item 8)

Reducing emissions from the transportation sector continues to be one of the most challenging, yet most important areas for governments to address. It is also, unfortunately, an area in which little progress has been made in the region. In several states and provinces, the transportation sector still represents the largest source of greenhouse gas emissions.

¹ New England Governors / Eastern Canadian Premiers
Climate Change Action Plan 2001. August 2001, page 1.

As was recommended last year, for states and provinces to significantly reduce emissions from the transportation sector there are two policy paths that must be addressed as part of a comprehensive plan. **Governments need to explore policy options that will increase the percentage of fuel-efficient and low emission vehicles in use.** Policy options to achieve this include adopting low emission vehicle standards, similar to the California Clean Cars Standard, and the adoption of tax incentives to encourage the purchase of the most fuel-efficient vehicles.

Several states and provinces have either enacted regulations or passed legislation to increase the number of fuel-efficient automobiles on the road. However, of equal importance to *what* we drive is *how much* we drive. **States and provinces need to develop broad and forward-thinking plans to reduce the number of vehicle miles traveled (or VMTs.)** This can be accomplished through the improvement and expansion of public transportation systems, as well as through comprehensive regional planning to reduce “urban sprawl,” and through incentives to reduce driving, such as insurance rates tied to the number of miles driven. States and provinces need to look closely at transportation patterns, especially in larger cities, and find ways to make improvements to the transportation infrastructure that give people the option to drive less.

B. Power Sector (Action Item 5)

Action Item 5 in the regional Plan sets a goal of reducing the amount of carbon dioxide emitted per megawatt hour of electricity in the region 20% by 2025. Although promising policies to address this sector currently are being developed, much more can - and should - be done. Given the lack of progress in reducing growth of transportation sector emissions, the percentage reductions from the power sector will need to be larger than the overall percentage targets in order for the region to meet the short-term and mid-term GHG emissions goals in the *Plan*. Governments should recognize that some of the

most cost-effective emissions reductions that can be made are in the power sector.

To achieve this goal, governments should work to improve the region’s electricity fuel mix to include a much greater percentage of clean renewable energy sources as well as switch to lower carbon fuels that do not have other attendant health risks.

In New England, the Governors should press for a model Regional Greenhouse Gas Initiative (RGGI) rule that achieves emissions reductions that are – at the very least – consistent with the goals of the regional *Plan*, and that improves energy efficiency in the region.

States and provinces should view energy efficiency and conservation – and policies to reduce electricity demand – as the foundation of any sound energy policy.

II. States and Provinces Need to Better Promote Public Awareness of Climate Change (Action Item 3)

The *NEG/ECP Climate Change Action Plan* set a goal that “by 2005, the public in the region will be aware of the problems and the impacts of climate change and what actions they can take at home and at work to reduce the release of greenhouse gases.”² We do not feel that this goal has been achieved.

Recognizing that an adequate public understanding of the impacts of climate change is essential in building the political support for strong policy solutions, state and provincial governments should begin promoting public awareness immediately. Governments should develop comprehensive and coordinated education and outreach programs for schools, parks, government employees, industries, major energy users and the media to communicate why climate change is important to

² New England Governors / Eastern Canadian Premiers
Climate Change Action Plan 2001. August 2001, page 10.

the public. States and provinces should also develop systems to measure the effectiveness of their public education efforts. Finally, individual Governors and Premiers can contribute significantly to improving public awareness of climate change by making it a priority issue when speaking to the public.

III. Governors and Premiers Need to Be the Driving Force Behind Strong Climate Policy

In assessing the region's progress during this year's Report Card process, it was found that many of the policy successes have occurred without the leadership of individual Governors and Premiers. Several policy successes, for example, occurred via legislative vehicles for which the Governor failed to openly express his or her support. In many cases, a lot of the good work being accomplished at the state or provincial level is occurring while the Governor or Premier is largely silent on the issue of climate change. In some cases, Governors and Premiers have actually taken public positions on particular issues that are *contradictory* to the regional emission reduction goals. Although many individuals in the respective state and provincial environmental and energy agencies are committed to making progress in the effort to reduce GHG emissions, much of this good work is happening absent strong leadership from the Governors and Premiers.

IV. Governments Need to Involve the Environmental Community as Stakeholders

The 2010 deadline for meeting the short-term emissions reduction goal is fast approaching, and significant progress still needs to be made in reducing emissions from the largest sectors. Therefore, the time is right for the NEG/ECP to begin working more collaboratively with various non-governmental organizations in mapping the way forward regionally and within individual jurisdictions. There has been very little opportunity for the environmental community to formally participate as stakeholders in the implementation process, and such collaboration

should be formalized so that information and "best practices" can be shared openly and constructively.

Conclusions

Although some progress has occurred in the region we are still not yet on a trajectory to meet the short-term goals in the *Plan*. As the Governors and Premiers reassess our progress towards meeting the *Plan's* goals, particular attention needs to be paid to the largest emitting sectors – transportation and electricity generation. It should be clear that the region's climate change goals will not be achieved through the construction of a wind turbine here and there, or through the state or provincial purchase of energy efficient copiers. These measures alone, although a significant first step – especially in setting a good example – will not enable us to achieve our overall goals. As the Governors and Premiers use 2005 to assess their progress they should see this time as an opportunity to move towards enacting the "next level" of climate policies: those that will significantly reduce emissions from the largest sources.

The Governors of the New England states, in particular, have an opportunity to make significant progress in reducing power sector carbon dioxide emissions by releasing a model RGGI rule this fall that calls for a 25% reduction in emissions by 2020. Such a target would be consistent with the goals that have been set forth in the regional *Climate Change Action Plan*.

As was recommended last year, **the Governors and Premiers should set a goal of reaching the 75-85% reduction target by the year 2050.** To achieve this, it is also necessary to set interim goals between 2020 and 2050 to ensure that necessary action takes place along the way. These goals can be met, but strong and visionary leadership from the region's Governors and Premiers will be required.

Summary of the New England Governors / Eastern Canadian Premiers’ Climate Change Action Plan of August 2001

Background

In July of 2000, the Conference of New England Governors and Eastern Canadian Premiers (NEG/ECP) adopted Resolution 25-9 on global warming and its impacts on the environment. The NEG/ECP recognized that “global warming, given its harmful consequences to the environment and the economy, is a joint concern for which a regional approach to strategic action is required.” To that end, in August of 2001 the NEG/ECP adopted a Climate Change Action Plan that set regional greenhouse gas emission reduction goals and identified nine action steps that must be taken to achieve them.

Regional Goals

Short-Term: Reduce regional greenhouse gas (GHG) emissions to 1990 levels by 2010.

Mid- Term: Reduce regional GHG emissions by at least 10% below 1990 levels by 2020, and establish an interactive five-year process, commencing in 2005, to adjust the goals if necessary and set future reduction goals.

Long-term: Reduce regional GHG emissions sufficiently to eliminate any dangerous threat to the climate; current science suggests this will require reductions of 75-85% below current levels.

Action Steps Called for in the Climate Change Action Plan

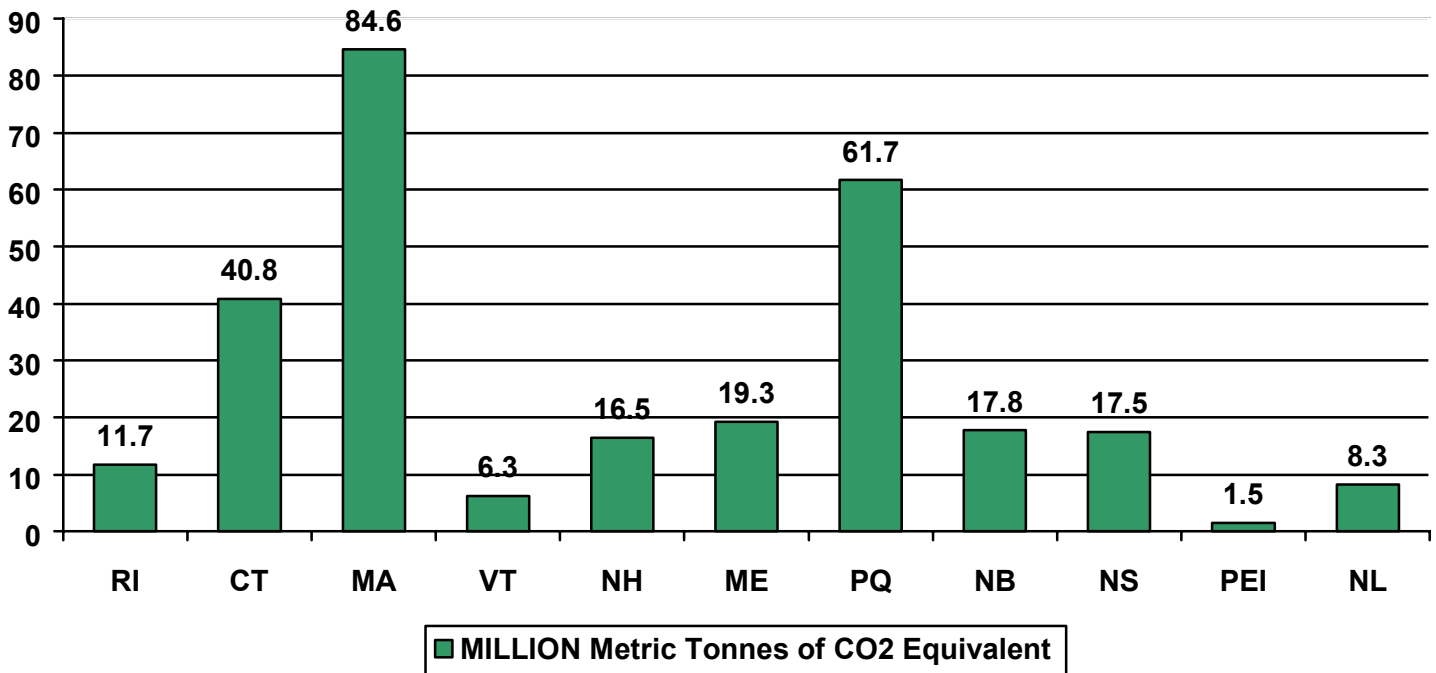
1. Establish a Regional Standardized GHG Emissions Inventory
2. Establish a Plan for Reducing GHG Emissions and Conserving Energy
3. Promotion of Public Awareness
4. State and Provincial Governments Lead by Example
5. Reduce GHG Emissions from the Electricity Sector
6. Reduce Total Energy Demand Through Conservation
7. Reduce and/or Adapt to Negative Social, Economic and Environmental Impacts of Climate Change
8. Decrease the Transportation Sector’s Growth in GHG Emissions
9. Create a Regional Emissions Registry and Explore a Trading Mechanism

***To view the complete Plan visit: <http://www.negc.org/documents/NEG-ECP%20CCAP.PDF>**

Overview of Regional Greenhouse Gas Emissions

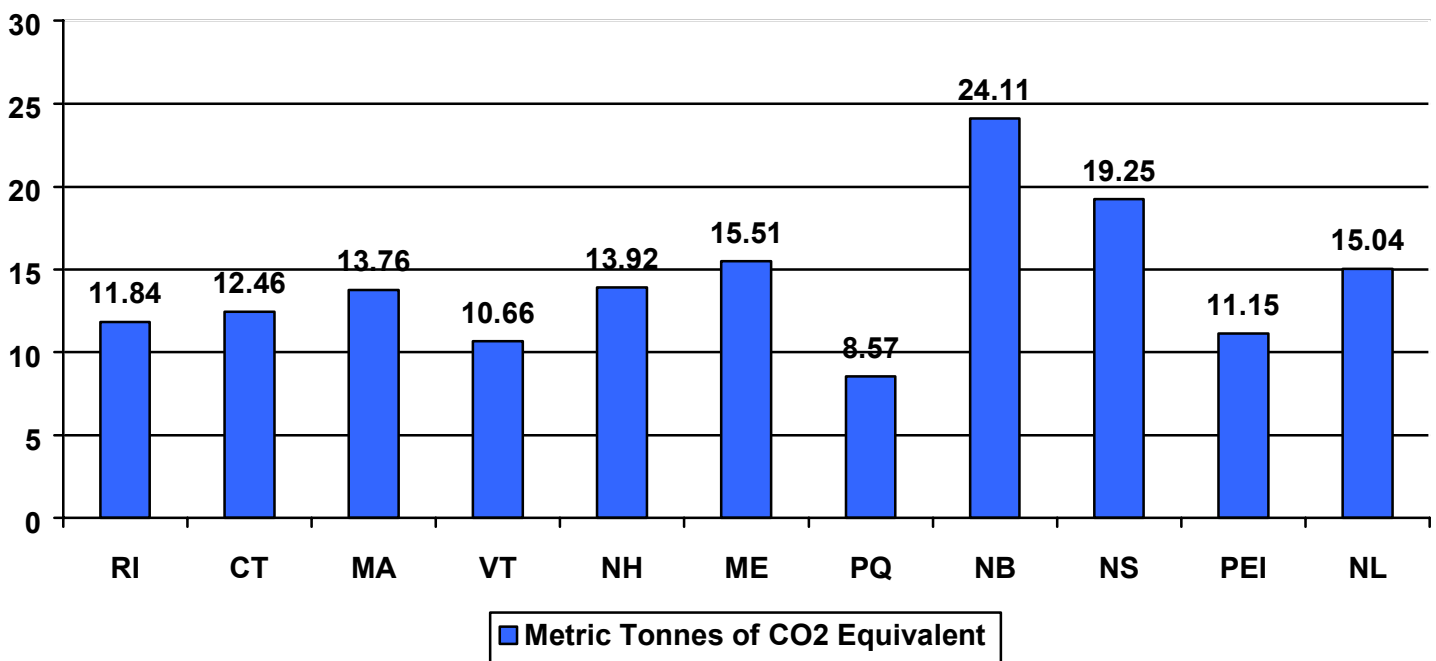
Greenhouse Gas Emissions

(Source: U.S. EPA and Environment Canada, 1997)



Per Capita Greenhouse Gas Emissions

(Source: U.S. EPA and Environment Canada, 1997)



NOTE: Attempts were made to obtain more current comparable state and provincial emissions data, but more recent emissions data was not available for all jurisdictions.

Regional Summary of Report Card Grades

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been "graded" on their progress towards meeting the goals specified in the 2001 regional plan. The overall grades are as follows:

State / Province	2005 Grade	<i>2004 Grade</i>
Connecticut	B	<i>B-</i>
Maine	B-	<i>C</i>
Massachusetts	C+	<i>B-</i>
New Hampshire	C-	<i>D+</i>
Rhode Island	B-	<i>C-</i>
Vermont	C	<i>D+</i>
New Brunswick	C+	<i>C-</i>
Newfoundland and Labrador	B	<i>C-</i>
Nova Scotia	C-	<i>C-</i>
Prince Edward Island	B+	<i>B-</i>
Quebec	B-	<i>B-</i>

In the following pages, each state and province is given an overall grade as well as grades for their performance on 8 of the specific "Action Items" called for in the regional Climate Change Action Plan. The grades are followed by highlights of areas where the state or province has performed well and those areas that need improvement.

Climate Change Scorecard – 2005

Connecticut

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	A
3. Promote Public Awareness	B
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	B+
6. Reduce Total Energy Demand Through Conservation	C
7. Reduce / Adapt to Impacts of Climate Change	C-
8. Reduce GHG from the Transportation Sector	C-
Overall Grade	B

Progress Made

- In 2003, Connecticut conducted a stakeholder process with representatives from business, academia, government and non-profits, and resulted in 55 recommendations
- In 2004 the CT legislature adopted legislation (Public Act 04-252) requiring the state to create and implement a climate plan to meet the short, mid and long-term goals. In February 2005, after approval by legislative committees of cognizance, CT released its 55 policy Climate Change Action Plan
- During the 2004 legislative session, laws were passed to: adopt the CA Lev II Clean Cars Standard (Senate Bill 119) and improve the energy efficiency of appliances (Senate Bill 145).
- During the 2005 legislative session laws were passed to create a strategy to reduce black carbon diesel pollution to the levels outlined in the climate plan (Senate Bill 920), and to create a portfolio standard for conservation and combined heat and power facilities, provide subsidies and financing for distributed generation, and improve procedures for supporting natural gas conservation (House Bill 7501).
- The state is leading by example with Executive Order 32 (April 2004), which committed the state to purchase clean energy for state facilities and universities with targets of 20% by 2010, 50% by 2020, and 100% by 2050, and in May 2005 Governor Rell announced the purchase of 575 fuel-efficient hybrid and alternative fuel vehicles for the state fleet.

Improvements Needed

- The legislature and agencies must aggressively implement recommended policies and allocate funding.
- The state should develop efficiency programs for natural gas and home heating oil similar to that in the electricity sector, as these policies deliver the largest GHG reductions of any items in the climate plan.
- The state has not aligned its transportation planning to meet the goals of the state climate plan. The state should calculate GHG emissions for all transportation projects and work to reduce them. Ways to reduce emissions include: increasing funding for public transit, offering consumer incentives for purchasing less-polluting vehicles, and taking steps to coordinate regional planning to reduce sprawl.

Grader: Clean Water Fund, (860-232-6232); CONNPIRG Education Fund, (860-233-7554)

Climate Change Scorecard – 2005

Maine

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A-
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	A-
3. Promote Public Awareness	C-
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	C+
6. Reduce Total Energy Demand Through Conservation	B
7. Reduce / Adapt to Impacts of Climate Change	D+
8. Reduce GHG from the Transportation Sector	C
Overall Grade	B-

Progress Made

- In December 2004, Governor Baldacci finalized and adopted comprehensive Climate Change Action Plan after 14 months of analysis and participation by over 100 stakeholders.
- But for forestry and agricultural emissions, which are still pending but being done very thoroughly, the State has finalized its greenhouse gas emissions inventory.
- During 2004 and the 2005 legislative session, Maine passed: 1) the cleaner cars sales goals program; 2) a solar rebates program for photovoltaic and solar thermal systems; 3) voluntary energy efficient building codes; 4) natural gas efficiency. Bills to: a) extend cleaner cars tax incentives until 2010, b) extend incentives for cleaner fuel infrastructure, and others, passed but are on-hold, pending available funding.
- More legislators, opinion leaders and policy decision makers are becoming aware of the threats of global warming in Maine, and of the solutions to reduce them.

Improvements Needed

- The State should prioritize passing efficient appliance standards legislation.
- The State should address the environmental and health impacts of all electricity generation – fossil and renewable – through amendments to its policies and laws. It should create additional incentives and support for new renewable generation, especially wind power.
- Public awareness of global warming pollution's impacts in Maine is significantly lacking. The State needs to not only initiate plans to increase public awareness but also to foster a dialogue about cost-effective and reasonable solutions.
- The State should educate and empower all Maine agencies and personnel to be more informed about climate impacts in Maine, the projected impacts to our State's natural resource-based economy, and to incorporate adaptive measures into policymaking and initiatives.
- The State should reduce carbon emissions from vehicles by adopting the Pavley portion of the California LEV II Clean Car Standard.

Graders: Natural Resources Council of Maine, (207-622-3101); Environment Maine, (207-253-1965)

Climate Change Scorecard – 2005

Massachusetts

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	C-
4. Government Leads by Example	B+
5. Reduce GHG from the Electricity Sector	D+
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	C
8. Reduce GHG from the Transportation Sector	D
Overall Grade	C+

Progress Made

- Massachusetts has made significant progress towards implementing several components of the Governor's 2004 Climate Protection Plan. The state has made particularly good progress in the "lead by example" section by requiring all new state office equipment to be EnergyStar compliant, completing a new state contract for hybrid vehicles, and by transferring all of the MBTA's diesel vehicles to ultra-low sulfur diesel or compact natural gas.
- Massachusetts is on schedule to implement the California Clean Car Program (the "Pavley rule"), which will help reduce CO₂ from automobiles.

Improvements Needed

- Massachusetts has yet to finalize the section of the state power plant regulations (CMR 7.29) that limits carbon dioxide emissions. This is long overdue. Given Governor Romney's past leadership on power plant clean up and climate change, he should finalize the state regulations and also be a leader in the Regional Greenhouse Gas Initiative (RGGI) process and press for CO₂ stack reductions that are, at the very least, consistent with the Governor's past GHG reduction commitments.
- The state still has not presented a clear plan to adequately address the growth in vehicle miles traveled (VMTs.) If Massachusetts plans to seriously address transportation sector CO₂ emissions, a strong VMT policy will be essential. Policy options include "pay as you drive" auto insurance and steps to coordinate regional planning to reduce sprawl.
- There are still improvements that should be made to the state Renewable Portfolio Standard (RPS). The current structure is not sufficiently encouraging the development of new renewables in-state as was originally intended, and can be fixed by adding a system to guarantee long-term contracts for new, clean renewables.
- Public transit ridership, particularly on the subway system, has reached its lowest point in five years.

Graders: Clean Water Fund, (617-338-8131, x204); Conservation Law Foundation, (617-350-0990); MASSPIRG Education Fund, (617-747-4316)

Climate Change Scorecard – 2005

New Hampshire

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	F
3. Promote Public Awareness	D+
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	D+
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	B-
8. Reduce GHG from the Transportation Sector	D-
Overall Grade	C-

Progress Made

- Governor Lynch issued an executive order calling for state government to reduce energy use in state facilities by 10%. It also initiates a Clean Fleets Program to improve fuel efficiency in state owned vehicles. An energy information system will be implemented to measure progress toward meeting the goals of the executive order, as well as an incentive award for best department effort.
- A stakeholder process was set up to receive input on Regional Greenhouse Gas Initiative (RGGI) proposals.
- Outreach to secondary and technical schools on climate issues has improved.
- State coastal planners have taken steps to document and address climate impacts on coastal areas.

Improvements Needed

- The state has made no progress in developing a comprehensive plan, identifying policies and timelines necessary to reach the regionally agreed upon goals.
- Greenhouse gas pollution from transportation continues to grow in NH, yet the state yet to adopt a clean cars standard - A "clean cars" bill was killed in the state senate - or make meaningful investments in alternative transportation.
- Legislation to address power plant CO2 reduction by giving the administration RGGI negotiating authority was introduced and passed handily in the State Senate, though it was held over in the House until next year.
- The emissions disclosure rule for "non-green" utilities was repealed in legislature, after getting bogged down at the PUC.
- The state is doing little to develop renewable energy, such as a utility renewable portfolio standard.

Grader: Clean Water Fund, (603-430-9565)

Climate Change Scorecard – 2005

Rhode Island

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	A
3. Promote Public Awareness	B
4. Government Leads by Example	D
5. Reduce GHG from the Electricity Sector	B
6. Reduce Total Energy Demand Through Conservation	C
7. Reduce / Adapt to Impacts of Climate Change	C
8. Reduce GHG from the Transportation Sector	C
Overall Grade	B-

Progress Made

- In June of 2004, Rhode Island became the 15th state to establish an RPS. Arguably the most aggressive in the region, it has a goal of 16% renewable energy for the state by 2020. Final rules will be adopted by the end of 2005.
- Rhode Island adopted the California LEV II Clean Car Standard, which is slated to begin in MY 2008.
- The state passed appliance efficiency standards covering 14 commonly used appliances including exits signs, cell phone chargers and torchiere lamps.
- The General Assembly expressed unanimous support for the NEG/ECP emissions reduction goals as well as the state Greenhouse Gas Action Plan with the passage of a resolution (S. 299 and H. 5308)
- The state passed legislation that establishes a 25% income tax credit for renewable energy systems and makes these systems sales tax exempt at point-of-sale.
- The Rhode Island Greenhouse Gas Stakeholders Process was recognized by the U.S. Environmental Protection Agency for the critical role it plays in the fight against global warming with a 2005 Climate Protection Award

Improvements Needed

- Demonstrable leadership from the Administration is wholly lacking. The absence of the Governor's public support for the process and the state plan has hindered progress towards meeting the NEG/ECP emissions reductions goals. Lead-by-example initiatives would be a good way for the Governor to begin signaling his commitment to effectively addressing climate change
- A commitment needs to be made by Rhode Island to adopt the Pavley portion of the California LEV II Clean Car Standard
- Transportation issues around Vehicle Miles Traveled have yet to be addressed in an adequate fashion and remain the largest in-state source of global warming emissions. Efforts to effectively promote smart growth policies and protect the state's public transit system need to begin in earnest.

Grader: Clean Water Fund, (401-331-6972); Conservation Law Foundation, (401-351-1102); RIPIRG Education Fund, (401-421-6578)

Climate Change Scorecard – 2005

Vermont

In August 2001, the six New England governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	D
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C
3. Promote Public Awareness	D
4. Government Leads by Example	A-
5. Reduce GHG from the Electricity Sector	B
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	D
8. Reduce GHG from the Transportation Sector	C
Overall Grade	C

Progress Made

- In September 2003, Governor James Douglas issued an executive order that instructed state government to reduce greenhouse gas emissions from state government buildings and operations in line with the goals set by the Conference of the New England Governors and Eastern Canadian Premiers Climate Change Action Plan. To carry out this task the Climate Neutral Working Group (CNWG) was established.
- In April 2005, the CNWG released a strong plan to reduce state government greenhouse gas emissions. Early steps have been taken under the leadership of the Agency of Natural Resources to implement the plan.
- In June 2005, the state legislature passed Senate Bill 52, which required any increase in electricity demand be met by new renewable energy sources and promoted energy efficiency.

Improvements Needed

- All indications are that greenhouse gas emissions are rising across all sectors in Vermont. However, Vermont is lacking a complete greenhouse gas inventory. Such an inventory is crucial for the state to be able to measure any reductions or increases in greenhouse gas emissions.
- Despite the commitment made in 2001, Vermont has yet to develop even a basic plan to address climate change at the state level. A comprehensive plan is needed and an inclusive stakeholder process must be established to create the plan as soon as possible.
- Immediate action should be taken by the Douglas Administration as well as the state legislature to:
 - Reduce greenhouse gas emissions related to heating in the industrial, commercial and residential sectors;
 - Reduce vehicle miles traveled and promote concentrated smart growth development;
 - Reduce Vermont's overall electricity consumption;
 - Secure Vermont's post 2012 electricity demand from in-state renewable energy sources.

Grader: Vermont Public Interest Research and Education Fund, (802-223-8421)

Climate Change Scorecard – 2005

New Brunswick

In August 2001, the six New England governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C
3. Promote Public Awareness	D+
4. Government Leads by Example	B-
5. Reduce GHG from the Electricity Sector	B-
6. Reduce Total Energy Demand Through Conservation	C-
7. Reduce / Adapt to Impacts of Climate Change	B-
8. Reduce GHG from the Transportation Sector	D
Overall Grade	C+

Progress Made

- New Brunswick's climate action plan has been completed but has not yet been released as a public document.
- Commitments have been made to establish an energy efficiency agency by 2006 to invest in conservation and fuel switching. A new Crown Corporation will be created to administer a performance contract held by a private sector company to operate an "energy efficiency utility." The efficiency utility will be financed by revenue from the New Brunswick Power Distribution and Customer Service Company.
- A renewable portfolio standard was created to ensure that 10 percent of electricity sales will be supplied from certified low impact renewable sources within ten years, at a rate of 1 percent per year. To meet this legal obligation, the New Brunswick Power Distribution and Customer Service Company announced it would seek "expressions of interest" from wind developers to provide a total of 400 MW of capacity distributed regionally across New Brunswick.

Improvements Needed

- The promised energy efficiency agency must be established without further delay. This will be the mechanism to deliver energy efficiency, conservation and fuel switching investments in the residential, commercial and industrial sectors.
- The commitment made in the provincial energy policy of 2000 to "promote cogeneration as the most energy efficient electricity generation option" needs to be implemented. Pushing the envelope on cogeneration is essential to reducing the need for large centralized base load power plants.
- The reduction of transportation-related emissions must become a focus of government policy, regulation and investment.
- Climate action needs to be placed higher on New Brunswick's list of political priorities. A concerted effort to negotiate a Memorandum of Understanding with the federal government to implement Canada's Kyoto commitments in New Brunswick would signal such a shift in priorities.

Grader: Conservation Council of New Brunswick, (506-458-8747)

Climate Change Scorecard – 2005

Newfoundland & Labrador

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	A-
3. Promote Public Awareness	B
4. Government Leads by Example	B-
5. Reduce GHG from the Electricity Sector	C+
6. Reduce Total Energy Demand Through Conservation	C
7. Reduce / Adapt to Impacts of Climate Change	B+
8. Reduce GHG from the Transportation Sector	C-
Overall Grade	B

Progress Made

Newfoundland & Labrador and Canada signed a Memorandum of Understanding in April 2005 outlining shared priorities for climate change action. In July 2005, the province released its first Climate Change Action Plan, containing 40 items to reduce greenhouse gas emissions and adapt to climate change. Budget 2005 dedicated resources for the Plan, including establishing a Centre for Environmental Excellence to facilitate projects, a House-in-Order Strategy for government action (including extensive retrofits of government buildings), continued support for a community-based Climate Change Education Centre, and development of a new provincial Energy Plan. The province also intends to introduce a Sustainable Development Act.

Improvements Needed

Newfoundland & Labrador's 2005 Climate Change Action Plan lacks concrete targets to reduce greenhouse gas emissions across sectors. Measurable targets must be developed in consultation with stakeholders and built into the Plan.

Greenhouse gas emissions in Newfoundland & Labrador have increased 15.5% since 2001 (9.4 MT to 10.9 MT). The 648% increase in primary energy production since 1990 (including fossil fuel industries) is a major driver of the increase – spurred on by the province's emphasis on creating new energy supply through petroleum and large hydro mega-projects (a proposed oil refinery would further increase emissions). The trends highlight the urgent need for a countervailing provincial plan to sharply reduce emissions through a more balanced energy policy, including an emphasis on energy conservation and efficiency, and renewables such as wind and biomass. Such tools can extend the life of current non-renewable energy supplies, increase economic competitiveness through efficiency, protect consumers from volatile surges in energy costs, and create green jobs – while meeting the province's commitments to reduce emissions and promote sustainable development.

Additional resources to implement the province's Plan will be key. In addition to leveraging federal climate change action funds, the province should explore utilizing a portion of its revenue streams from fossil fuels to curb emissions, while utilities should also be mandated by the Public Utilities Board to invest ratepayer resources. Energy savings from efficiency improvements should also be harnessed to finance climate change action.

Grader: Bruce Pearce, Sierra Club of Canada – Atlantic Canada Chapter (709-739-1665)

Climate Change Scorecard – 2005

Nova Scotia

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B-
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	D
3. Promote Public Awareness	C
4. Government Leads by Example	C
5. Reduce GHG from the Electricity Sector	C-
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	C-
8. Reduce GHG from the Transportation Sector	C-
Overall Grade	C-

Progress Made

Provisions of the Open Access Transmission Tariff were accepted by the Regulatory Agency, allowing for more flexible and distributed generation system.

There is improvement in the efforts to raise awareness of Climate Change among the general public. The Province's main electricity provider, Nova Scotia Power Inc., hosted a forum on alternative energy in November 2004 and (sponsored a forum on Climate Change in April 2005). Also, the province has fostered relationships with local NGOs and research institutes in climate change adaptation and mitigation programs.

There was progress as well in energy efficiency programs including a program for low-income people to access energy efficient technologies, and support for Clean Nova Scotia's home audit program. They have implemented Energuide Standards for HVAC in government-funded buildings.

Transit ridership has modestly increased and the province partners with local groups in a program to promote sustainable modes of transportation.

Improvements Needed

The government released an Energy Strategy in 2001 that contained sound recommendations regarding climate change, but the recommendations were not coordinated with NEG-ECP action items. While there is some crossover in climate change mitigation, very little has been done to link-up the strategy and the action plan in the past four years following. The province intends to release have promised an updated strategy and supporting legislation in the near future, but the reluctance to adequately address climate change commitments made in the 2001NEG-ECP action plan with a realigned energy strategy does not bode well.

GHG emissions are up 2.8% from 2001 to 2003.

The government is talking about and appears to be supporting a plan to reopen a coal strip mine in Cape Breton Island. Policy support for renewable energy is lagging behind many other Canadian provinces.

Grader: Ecology Action Centre, (902-442-0199)

Climate Change Scorecard – 2005

Prince Edward Island

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the goal of reducing the region's emissions of climate change causing greenhouse gases (GHG) by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specified in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A+
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B+
3. Promote Public Awareness	B
4. Government Leads by Example	C+
5. Reduce GHG from the Electricity Sector	A-
6. Reduce Total Energy Demand Through Conservation	A-
7. Reduce / Adapt to Impacts of Climate Change	B-
8. Reduce GHG from the Transportation Sector	B
Overall Grade	B+

Progress Made

- A Climate Change Strategy for PEI, is accepted to be made into policy. The policy supports funding for renewable energy projects, such as the construction of the Wind-Hydrogen Village and 30MW wind turbine project in the Eastern PEI (Commissioning – Fall 2006 contingent on Ex. Council approval in Aug. 2005). Premier Pat Binns has stated publicly his opposition to the refurbishment of the Pt. LePreau Nuclear Generating Station in N.B.
- A Public Transit System for Charlottetown was approved this year with the province granting PST exemption on the preliminary study. The province will explore options for lower carbon fuels.
- The Renewable Energy Act is passed, which will institute net metering and support for wind cooperative or community systems, and require PEI's electricity utility, Maritime Electric, to file an Open Access Transmission Tariff, and 'an approved energy efficiency plan and demand side management strategy'.
- In Feb 2005, a request for expressions of interest for the establishment of an oil seed extraction and biodiesel manufacturing plant in PEI was issued

Improvements Needed

- A provincial policy on sustainable building design, electricity efficiency and wind energy programs would greatly reduce commercial and residential building GHG emissions.
- Identifying areas susceptible to catastrophic climate events and establishing monitoring indicators would allow PEI to adapt to the social, economic and environmental impacts of climate change.
- Provincial support of non-profit organization climate change action education campaigns would increase the profile and effectiveness of those efforts. A process to measure the effectiveness of outreach/education is needed.
- New infrastructure needs to be constructed which supports active transportation like walking and biking.
- Agriculture is a major use of fossil fuels on PEI and there needs to be more action to reduce GHGs in this area.
- PEI's Waste Watch Program shows leadership in waste management; however there are problems with excessive trucking, improper storage of low-quality compost and a smoldering C&D (construction & demolition) dumpsite.
- The PEI government needs to initiate a plan to forecast PEI's overall energy demands, and sources for that energy.

Grader: Environmental Coalition of PEI, (902-566-4696)

Climate Change Scorecard – 2005

Quebec

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	C
4. Government Leads by Example	D+
5. Reduce GHG from the Electricity Sector	A+
6. Reduce Total Energy Demand Through Conservation	B
7. Reduce / Adapt to Impacts of Climate Change	A
8. Reduce GHG from the Transportation Sector	D
Overall Grade	B-

Progress Made

- Quebec is preparing a new climate change strategy that should be released by the end of 2005 or early 2006.
- A very important parliamentary commission on Quebec's energy policy was held from December 2004 to April 2005, and the new policy, which is expected to favour renewable energy sources, should be made public in the coming months.
- In 2004, massive public opposition forced the government to ask Hydro-Quebec to abandon its project for an 800 MW natural gas-fired power plant. Instead, a call for tenders for 2000 MW of wind power was launched (in addition to a previous call for 1000 MW), and an electrical energy efficiency program that aims to conserve 3TWh over the period 2005-2010 was released.
- In December 2004, the "Centre Québécois d'actions sur les changements climatiques" (Quebec's climate change hub) was created, thanks to funds attributed by the Quebec government and the Canadian government. Ouranos, a scientific consortium that includes government staff, is still working to help Quebec adapt to climate change.

Improvements Needed

- The Quebec government still supports unsustainable energy sources. For example, it authorized the construction of a 507 MW natural-gas cogeneration plant in Bécancour, and it seems open to exploiting potential natural gas and oil reserves in the St-Laurence.
- Instead of making serious efforts to reduce GHG emissions from the transportation sector, the Quebec government has been promoting the construction of new roads and bridges that are likely to encourage urban sprawl and additional emissions. Investments in public transit systems are made, but they are insufficient. Very little is done in terms of raising awareness.
- The government has recently decided to stop funding promotion of the EnerGuide (Canadian equivalent for Energy Star) program by the *Agence de l'efficacité énergétique*. The *Agence's* funding received directly from the government has also been cut by half since 2001. The government also has no energy efficiency plan for its own activities.

Grader: Équiterre, (514-522-2000, x292)

Methodology

For the purpose of this Report Card, individual state and provincial governments were graded against the commitments made in the New England Governors / Eastern Canadian Premiers (NEG/ECP) Climate Change Action Plan of 2001. The NEG/ECP Plan therefore provided us with a framework for analysis that could be relatively objective and applicable to each state and province in the region. (To view the complete NEG/ECP Plan, please visit: <http://www.negc.org/documents/NEG-ECP%20CCAP.PDF>)

For this initial Report Card, governments were graded against a “best case scenario” of where we thought the governments could reasonably be at this point in the regional Plan’s implementation. Therefore, to achieve an “A” grade for a particular section, states and provinces would not necessarily need to have fully met the goal enunciated in the regional Plan, but simply have done the best that is reasonably achievable at this juncture.

Each state and province was given a grade in eight different sections, which coincide with the first eight “*Action Items*” from the NEG/ECP climate plan. Those eight grades were then averaged to arrive at the overall state or provincial grade. (Note: no grades were given for state and provincial progress towards *Action Item 9: The Creation of a Regional Emissions Registry* as it was deemed too difficult to gauge individual state and provincial contribution to this cooperative goal.) Each *Action Item* from the NEG/ECP Plan was given equal weight in the grading process.

To arrive at the section grades for the various *Action Items*, a series of “sub-questions” was developed, based upon specific steps that were mentioned in the NEG/ECP Plan as potential steps that should be taken to achieve the goals of the 8 *Action Items*. A number score from 1 to 5 was then assigned to each of these “sub-questions,” with the “sub-questions” then used to determine the grade for that section. A score of 0 was an “F,” 1 a “D,” 2 a “C” and so on.

To obtain the information necessary to accurately score each section, the groups and individuals who conducted the scoring worked with a variety of entities in their respective states and provinces. Although this varied between the different jurisdictions, most of the grading was done with the help of executive branch staff, state and provincial environmental regulators, agency staff from the various energy, transportation, development and environmental agencies and other key individuals as appropriate. Every effort was made to gather the most thorough and current information regarding state and provincial efforts to reduce greenhouse gas emissions.

To obtain more detailed information on how the grading was conducted for a specific state or province, please contact the “graders” listed on the bottom of that state or provincial summary page, or contact:

United States: Jed Thorp, Clean Water Fund, Massachusetts, 617-338-8131, x204
Canada: David Coon, Conservation Council of New Brunswick, 506-458-8747